PUBLIC TRANSPORTATION SAFETY BOARD
ABBREVIATED BUS ACCIDENT REPORT

1. CASE#: 8842
3a. ACCIDENT TYPE: Struck fixed object
4a. DATE: February 16, 2006
5. ACCIDENT LOCATION: Albany Avenue at
Winthrop Street
6. TOWN/CITY/BOROUGH: Brooklyn, NY
8. BUS NUMBER: 9048
9. NUMBER OF INJURIES: 32
11. HOURS OF SERVICE: 3 hr 20 min in last 24 hrs/39 hrs 19 min in last 7 days

2. PROPERTY NAME: MTA NYCT
3b. Accident Severity Index: 1.60
4b. TIME: 6:02 p.m.
7. SUMMONS: No
8a. YEAR: 1996 8b. MAKE: Nova/RTS
10. FATALITIES: 0

12. SYNOPSIS:
At approximately 6:02 p.m., MTA New York City Transit (NYCT) bus #9048 was traveling north on Albany Avenue after servicing the bus stop at Winthrop Street when the bus driver claimed that the steering locked causing the bus to collide with a parked vehicle. The bus driver further claimed that when he tried to stop the bus brakes failed causing the bus to continue for several blocks, colliding with numerous parked vehicles before coming to rest after the bus driver engaged the parking brake. The bus had traveled over three blocks from where the first vehicle was struck and struck a total of 8 vehicles. The bus driver, 45 bus passengers and two occupants of one of the vehicles claimed various injuries. The bus driver, 40 bus passengers (5 refused medical treatment) and the two occupants were transported to local hospitals where they were all treated and released (there was no record of treatment at any of the hospitals for 6 of the transported bus passengers). The bus sustained extensive damage and the other vehicles sustained damage from slight to extensive from the collisions.

In the vicinity of the accident site Albany Avenue is a 42-foot wide two-way north/south roadway with one travel lane in each direction. The roadway has a slight downgrade for the direction of travel of the bus. Parking is allowed at both curbs. The roadway is asphalt paved, straight, level and in good condition. At the time of the accident it was dark, the weather was clear and the pavement was dry. The intersections traveled through by the bus are controlled by standard overhead traffic signals and the roadway itself is illuminated by standard overhead luminaries, that, at the time of the accident investigation, were all functioning as designed. The area speed limit is 30 mph.

Bus #9048 is a 1996 Nova/RTS transit type bus housed and maintained at the East New York Depot with a seating capacity of 40 passengers. A review of the bus records showed that Preventive Maintenance Inspections are performed at regular 3,500 mile intervals (±500 miles), the most recent was completed on February 3, 2006 and the bus had traveled 690 miles since then. A review of the bus records showed no safety or recurring defects in the 45 days prior to the accident. A post accident inspection of the bus was performed on February 17, 2006. Other than extensive collision to the right front corner and front doors of the bus, no defects were found that could be considered a causative factor in the accident. Following repairs to the front doors (no adjustments or repairs were made to the bus’ steering or braking systems) to make the bus safe and roadworthy, decelerometer tests were performed on the bus’ braking systems. The tests showed stopping distances that met the MTA NYCT adopted standards for passenger vehicles of NYS DOT Regulations (Title 17 of
by MTA NYCT medical personnel did not find any medical concerns or detect any medical problems which could be considered causative to the accident.

Public Transportation Safety Board staff finds that the probable cause of this accident was the failure of the probationary bus driver to maintain control of his bus for unknown reasons.

On February 21, 2006 the MTA NYCT Department of Buses, after reviewing the facts regarding the accident and due to the bus driver’s probationary status, terminated the driver “for cause”. The bus driver accepted the termination on the same date.

Based on the action taken by the MTA New York City Transit regarding this bus driver, the Public Transportation Safety Board staff makes no recommendation in this case.

INVESTIGATOR: Harry W. Gerham

CHIEF, ACCIDENT INVESTIGATION SECTION

DIRECTOR, PCSB, NYSDOT

CASE #8842

DATE

DATE

1/22/07

2/9/07